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Hongkong Daily Press.

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April 19, PEKING German steamer, 1,250 H.

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CHINESE.

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19th April.

Kutung, British str., for Singapore.

Glenelg, British str., for Shanghai.

Sulberg, German str., for Chofoo.

Yusazai, British str., for Manila.

Choclet, British str., for Swatow.

Lady Joyce, British str., for Hongay.

Liesemore, German str., for Yokohama.

Silesia, Austrian str., for Yokohama.

DEPARTURES:

April 19, PELAYO, British str., for Singapore.

April 19, AMIGO, German str., for Newchwang.

April 19, ANDALUSIA, Gor. str., for Nagasaki.

April 19, NANVANG, German str., for Canton.

April 19, SANDAKAN, Gor. str., for Sandakan.

April 19, KARAWA, British str., for Swatow.

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Shang and See Wing Shing.

Per Yeremias, for Manila, Capt. and Mrs. G.

Wahl, Master Douglas Wahl, Capt. and Mrs. G.

B. Riley, Mr. and Mrs. A. G. Angier, Mrs. H.

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11.30 a.m. to 12.30 p.m. ... Every quarter of an hour.

1.30 p.m. to 2.30 p.m. ... Every quarter of an hour.

3.30 p.m. to 4.30 p.m. ... Every quarter of an hour.

5.30 p.m. to 6.30 p.m. ... Every quarter of an hour.

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12 p.m. to 1 p.m. ... Every quarter of an hour.

1 p.m. to 2 p.m. ... Every quarter of an hour.

2 p.m. to 3 p.m. ... Every quarter of an hour.

3 p.m. to 4 p.m. ... Every quarter of an hour.

4 p.m. to 5 p.m. ... Every quarter of an hour.

5 p.m. to 6 p.m. ... Every quarter of an hour.

6 p.m. to 7 p.m. ... Every quarter of an hour.

7 p.m. to 8 p.m. ... Every quarter of an hour.

8 p.m. to 9 p.m. ... Every quarter of an hour.

9 p.m. to 10 p.m. ... Every quarter of an hour.

10 p.m. to 11 p.m. ... Every quarter of an hour.

11 p.m. to 12 m. ... Every half hour.

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No correspondence signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, April 20th, 1900.

THAT Sir FREDERICK CARRINGTON at this stage of the war should have to be sent into Rhodesia, to prevent another "Trek" of the Boers northwards, means much more than is implied on the surface, it may be taken for granted. That a straw might break a camel's back is a truism, but it implies the necessary conclusion that the previous load must have far exceeded the limits of safety, and lends us back to the original question of what really constituted a safe load. So the very suspicion that the Boers should actually contemplate such a step leads us to the important enquiry as to what is the peculiar condition that would lead a people to have so little attachment to the locality where they have taken up their temporary abode, as to be prepared to shift twice within a century. In considering the causes which led up to the War, much needless controversy has been devoted to the discussion as to whether the actuating reason was the refusal to grant the franchise to the Outlanders, or the encroachments of the capellists at Johannesburg. Both these are, as foreign to the real issue as the similar question to which particular states really caused the breakdown of the particular camel. The issue is really as old as the natural strife of Cain and Abel, and is the natural war of the nominal and the settler. It is but the repetition of the quarrel of Jairus, Kanan, and Civilisation, as represented by the settled states of Asia and Europe. The Boer has doubtless a strong affection for his home, but so had the wandering tribes who followed the standards of the Mongol chief; yet the Mongol's idea of home was inherently different from that of the settled Persian. The Mongol's home was his youth, hero-to-day and to-morrow packed on the back of his camel; his requirements were confined to pasture for his flocks, and anything which interfered with this was an unnatural interference with his rights and liberty. The pressure of advancing civilisation pressed on the Boer, simply as it did on the rough peoples of the Steppes, and he took exactly the same means of relieving himself of the infliction. He banded his household goods and went out into the desert as yet unoccupied by civilised man. So long as he had boundaries space to move about he occupied himself little with his

neighbour's affairs, but the time came when the progress of the cultivator, and the success of settled men, put a curb on his wandering, and from that moment the Boer became a menace to civilisation. With many great and conspicuous virtues, his virtues were yet those of the nomad; the wild life he led made him of necessity brave and frugal; his life under the open canopy of heaven, exposed to the hardships and dangers inherent to such a career, made him in a way deeply superstitious, as it has done to other peoples under similar circumstances; and superstition was interpreted by him as religion, and it only needed the prophet to arise to repeat the history of Mohamed. President Kruger unfortunately possessed many of the necessary attributes, and do doubt harboured in his mind the ambition of eventually becoming, not only the leader, but the Apostle of a new people, who were to go forth under the banner of the Faith, not only conquering but to conquer.

Let no man despise such an aspiration.

More that once it has been a serious menace to civilization itself; it was the actuating motive which formed of the unsettled tribes of Arabia a great nation, which succeeded in upsetting once for all the culture of ancient Rome and after the wreck of the old world finally led to our modern civilisation on the ruins of the old. The success of the movement in Tripura could have had hardly less serious consequences for, at least, Africa, if not for Europe. The overthrow of England in Africa would certainly have resulted in the dismemberment of the Empire, and would have given Europe up to the despotic rule of the great military powers. No student of history could fail to recognise that such an event could not fail to plunge the entire world in an universal war of grab, which could have only one effect—that of retarding the world's progress for an indefinite period. When JOHN SOHNESKI defeated under the walls of Vienna the army of the Sultan Mahomet, his contemporaries hardly appreciated the fact that he had, once and for all, turned back the forces of disorder, and that Europe from that period would be able to work out her own destiny as the leader of civilisation; so it is hardly likely to be universally accepted for some time to come, that in putting an end to the reactionary forces in the Boer Republics, Great Britain and her colonies were really undertaking the old cause of light against darkness, as old as the world itself. In such a contest there was no room for turning back, the sword once drawn could not be returned to the scabbard till the task was accomplished, and it has been to the eventual benefit of the Boers themselves that the task has been taken in hand with a vigour which promises to entail the minimum of suffering on the defeated party. The War is in no measure one of revenge, but must be carried on till the work is complete, and the last spark of disaffection is finally extinguished. The future of the Transvaal will largely depend on the Boers themselves, but it is to be hoped that once the hopelessness of further resistance is demonstrated, the inhabitants will quietly accept the favourable terms offered, and recognise the necessity of accommodating themselves to the amenities of civilised existence.

The China Gazette, having received a telegram from it Peking correspondent to the effect that the British Government has promised the power that be Peking that KANG Yu-wu will not be again allowed to find a safe asylum in Hongkong, has an indignat leading article on "Hongkong's Hospitality" and says that British action "is doubtless in consequence of the protest of Li Hung-chang to the Hongkong Governor in the matter of the uniforms alleged to have been ordered by the Chinese reformer in the British Colony." The writer then goes on to talk about "another irreparable injury to British prestige and to the British name in China." In the absence of certain knowledge of the facts of the case it is better to reserve one's judgment. But in any case why "Hongkong's Hospitality"? Apart from the fact that, as we have written before, it is most undesirable that Hongkong should be made a hotbed of intrigue against the established Government of China, it would be impossible to guarantee KANG Yu-wu's safety here without constant and extraordinary police protection. For the reformer's own sake it would be much better for him to keep away from the Colony. More than this it is unnecessary to say until some trustworthy information comes to hand about the action of the British Government in the matter.

During the 24 hours preceding noon of the 19th instant two fresh cases of plague occurred and two deaths.

A Paris telegram announces that the Chamber has adopted the scheme of a French Colonial army in connection with the Ministry of War.

Information has been received that Hongkong, Canton and ports in Manilla, Formosa, have been declared infected by the authorities at Shanghai.

The Shanghai Mercury's Wuhan correspondent writes—Telegrams from Ludzhou, Anhwei province, tell of trouble there. Particulars not to hand yet, but the place, and the capital of the province are mentioned.

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ORIENTAL PAPER AGENCY, 4, Duddell
Street.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head Office, 62, Queen's
Road Central. Fixtures of every description
for the ACETYLENE Light
at lowest rates.

MERCANTILE AGENTS

MOOSA, E. VIEIRA & CO.,
50-52, Queen's Road, Central and 1a,
Stanley Street, Merchant and Com-
mission Agents.

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A. FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Engravings, Ivory Miniatures, Oil
Paintings, etc.; Ice House Street.

WING,
Balancing, Developing, Printing, Mode-
rato Sales; 20a, Queen's Road East.

HONGKONG BUSINESS DIRECTORY.

PHOTOGRAPHERS

MEE CHUNG,
Ice House, Top Floor, Permanent Es-
tablishment, Ground, Views, etc., Develop-
ment Work, Amateurs' Requirements.

M. MUMAYA, JAPANESE ARTIST,
Brush and Crayon Engravings. Work
done for Amateurs; 3a Queen's Road, CL.

YE CHUN,
Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road CL, also Wan Chai.
Amateurs' Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Prints read by Englishmen.

RATTAN FURNITURE

WOO KEE LTD., HAINAN CINNABAR SHIRK,
Rattan Chairs, Matching Bamboo Blinds
etc.; 73, Queen's Road Central.

KWONG TAI LOY,
Rattan Furniture, Bamboo Blinds, Mat-
tling all colours; 18, Praya Central.

SANG-MOW,
Rattan Furniture, Bamboo Screens, Mat-
tling all Colours; 43, Queen's Road CL.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguilar Street.

SINGER & CO.,

Silk Handkerchiefs, Shawls, Table Covers,
etc., Wholesale and Retail; 12, Queen's
Road Central and 123, Wellington St.

THE GLOBE (TEHNUILL PONHUNG),
India, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars; 12, D'Aguilar Street.

WASSIAMUL ASSOMULL,
Wholesale Importers and Exporters, India,
Chinese and Japanese Silks, Cashmere Shawls
and Caylon Lace; 46, Queen's Road CL.

SILK LACE MANUFACTURER

FR. BLUNCK,
Exporting Real Hand-made Torches Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries; 6, Beaconsfield Ar-
cade, Opposite Hongkong and Shang-
hai Bank.

STOREKEEPERS

F. BLACKHILL & CO.,
Navy Contractors, Shipchandlers, Sail
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

LANE, CRAWFORD & CO.,
Tailors and Outfitters, Pianoforte Dealers

Shipchandlers, Furniture Dealers and
Upholsterers, Wines and Spirit Mer-
chants.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Storekeep-
ers; 17, Praya Central.

TAILORS

AB-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, CHIEN SITE.

R. HOUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Fettlers, Hosiers,
Drapers, 35, Queen's Road, Central.

LANE, CRAWFORD & CO.,
Queen's Road.

TAK CHEONG,
Tailor, Gentleman's Outfitters, Tailors,
Drapers and Drapers, Chinese Silk of
all kinds; 50, & 52, Queen's ED., Central.

YEE SANG FAT & CO.,
Outfitters, Picce Goods, Underwear, Shoe
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KREUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents.

VICTORIA CIGAR DEPOT,
1 and 2, Queen's Road, Agents
to W. K. Kuan & Co., 27, Galo
San Jacinto, Manila. "Winder
Lady" and "The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road,
and Calle Antequera, Manila.

CUTLER, PALMER
& CO. S.

PRIOR \$1075 PER DOZEN
NET

"SPECIAL BLEND" WHISKY

Blind
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong

JOHN WALKER & SONS'

KILMARNOCK WHISKY.

This World-renowned

Finest Highland Whisky shipped by

CUTLER, PALMER & CO., and is

obtainable in Hongkong by

G. C. ANDERSON,
No. 13, Praya Central

HONGKONG, 26th July, 1900.

JOHN WALKER & SONS'

WINE SHIPPERS SINCE 1815.

Who have consigned their Business to

G. C. ANDERSON,
No. 13, Praya Central

Hongkong, 26th July, 1900.

JOHN WALKER & SONS'

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month

by month. It is of Superb Quality and of

CUTLER, PALMER & CO.'S SELECTION.

LANE, CRAWFORD & CO.,
Hongkong.

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WONG SANG & CO.

SHIP-CHANDLERS, SAIL-MAKERS,

GENERAL STORE-KEEPERS

HARDWARE, ENGINEER TOOLS

BRASS AND IRON MERCHANTS

CONTRACTORS, RIGGERS AND STRAPWORKERS

No. 68, Praya Central, Hongkong.

By Order of the Sheriff.

A. SHELTON HOOPER,
Secretary.

Hongkong, 26th March, 1900.

K. WONG SANG & CO.

SHIP-CHANDLERS, SAIL-MAKERS,

HARDWARE, ENGINEER TOOLS

BRASS AND IRON MERCHANTS

CONTRACTORS, RIGGERS AND STRAPWORKERS

No. 68, Praya Central, Hongkong.

PUBLIC COMPANIES

HALL AND HOLEZ, LIMITED.

THE EIGHTH ORDINARY GENERAL
MEETING of SHAREHOLDERS

will be held at the Company's Premises, corner
of Yuen-ming-yuen and Soochow Roads, TOM-
ORROW (SATURDAY), 21st April, at

11 o'clock A.M., when the Report and Accounts
for the year ended 28th February, 1900, will be
presented.

The TRANSFER BOOKS will be CLOSED
from the 16th to 21st April, inclusive.

By Order of the Directors.

E. E. PALMER,
Secretary.

Shanghai, 6th April, 190

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
KASUGA MARU	NAGASAKI, KOBE and YOKO-	SATURDAY, 21st April, at E. W. HAWAII.
MARU	HAMA	Noon.
MITSU MARU	MOJI, KOBE and TOKOHAMA	TUESDAY, 24th April, at S. KAWABE.
MITSU MARU	SHANGHAI, CHEMULPO and	TUESDAY, 24th April, at M. TAKAHASHI.
BINGO MARU	YAGASAKI	4 P.M.
MARSHALL'S LONDON NEW	CASLTON, LYNE AND AN-	FRIDAY, 27th April, at R. NIVISON.
WEIPU, THE STRAITS, CO.	DAHLGREN.	
LONDON and PORT SAID		
YAWATA MARU	SYDNEY and MELBOURNE, VA-	FRIDAY, 27th April, at A. E. MORRIS.
MANILA, THUROCK, SHANG-	HANE, DUNDEE, EDINBURGH,	
SHANE and BRISBANE	4 P.M.	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, etc., apply at the Company's Local Branch Office of Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 26th February, 1900.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICES).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, Ports in the Levant, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES
* SIR HENRY	HAMBURG	24th April, Freight and Passage.
Capt. Brown	(London with transhipment in Hamburg)	
* KING GEORGE	HAMBURG	10th May, Freight and Passage.
Capt. Christian	(London with transhipment in Hamburg)	
* B.W.B. 3	HAMBURG	About 22nd Freight.
Capt. J. J. ...	(London with transhipment in Hamburg)	May Freight.
* SANTA	HAMBURG	About 6th Freight and Passage.
Capt. Fuchs	(London with transhipment in Hamburg)	About 20th Freight.
* SAMIA	HAMBURG	About 10th Freight.
Capt. Sibers	(London with transhipment in Hamburg)	
The steamers have superior accommodations for Passengers and carry a Doctor and a Steward.		
For further particulars as to Freight, Passage, etc., apply to		
CARLOWITZ & CO.	AGENTS.	

Hongkong, 24th March, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSELLA	AND CANDIA	About 19th	Freight.
LONDON	J. W. H. Hargrove, L.N.E.	April	
SHANGHAI	CORONADEL	About 27th	Freight or Passage.
LONDON, E.C.	F. W. V. Oct. 2, L.N.E.	April	
BENGAL	Noon, 23rd		See Special Advertisement.
LONDON, E.C.	S. Bartham	April	
YOKOHAMA, VIA NA	ROSETTA	About 23rd	Freight or Passage.
GASAKI and KOBE	O. C. Talbot, L.N.E.	April	Passing through the Island Sea.
MATAGUA	... About 3rd		Freight or Passage.
LONDON	E. G. Andrews	May	
For Further Particulars, apply to			
A. M. MARSHALL, Acting Superintendent.			

Hongkong, 27th March, 1900.

CANADIAN PACIFIC RAILWAY COY.'S

ROYAL MAIL STEAMSHIP LINE.

THE FIRST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 16 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.E.WEDNESDAY, 25th April, 1900
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.E.WEDNESDAY, 15th May, 1900
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.E.WEDNESDAY, 6th June, 1900

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN and call at the ports of YOKOHAMA to VANCOUVER in 12 DAYS, making THREE DAYS to a WEEK for the Trans-Pacific journey and make connection at VANCOUVER with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Services of China and Japan, and to Government officials and their families.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (one of the largest in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CAR and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,
Padre Street

Hongkong, 5th April, 1900.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE, N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION:

STEAMERS	SAILING DATES	SAILING DATES
PRINZ ERNST	WEDNESDAY	2nd May.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	13th May.
SAESSEN	TUESDAY	30th May.
OLDENBURG	THURSDAY	14th June.
BAYERN	THURSDAY	24th June.
STUTTGART	THURSDAY	12th July.
KONG ALBERT	THURSDAY	26th July.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
FRIESSEN	WEDNESDAY	20th September.
MINIEN (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	25th November.

ON WEDNESDAY, the 2nd day of May, 1900, at NOON, the Steamship "PRINZ

HEINRICH," of the NORDDEUTSCHER LLOYD, Captain H. Sommer, with MAILED PASSENGERS, REFOIL, and CARGO, will leave this Port at noon, Carrying at Naples.

Shipping Orders will be granted till NOON on MONDAY, the 30th April. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 1st May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 1st May.

Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th April, 1900.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & CO.	CAPTAIN.	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON via THE PORTS OF GENEVA	Bengal	P. & O. S. N. Co.	P. & O. S. N. Co.	On 28th Inst. at Noon.	
LONDON via SUZU CANAL	Hannover	Büttendorf & Svire	Büttendorf & Svire	On 1st May.	
LONDON via SUZU CANAL	Aldenius	Dickens	Büttendorf & Svire	On or about 15th May.	
LONDON via SUZU CANAL	Patroclus	Thompson	Büttendorf & Svire	On or about 25th May.	
LONDON via SUZU CANAL	Malacca	Hector	Büttendorf & Svire	On or about 1st Inst.	
LIVERPOOL DIRECT via SUZU CANAL	Izium	Elster	Büttendorf & Svire	To-day.	
BREMEN, VIA PORTS OF CALL	Hector	Elster	Büttendorf & Svire	On 2d May, at Noon.	
MARSEILLES & LONDON	Prima Melioris	Elster	Büttendorf & Svire	On 23d Inst. at 1 P.M.	
MARESSES, HAMBURG	Galathaea	Elster	Büttendorf & Svire	Quick Despatch.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 24th Inst.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On or about 25th May.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On or about 26th June.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 2d Inst. at Daylight.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	Quick Despatch.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 27th Inst. at Daylight.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	Quick Despatch.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 28th Inst. at Daylight.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	Quick Despatch.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 29th Inst. at Daylight.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	Quick Despatch.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 30th Inst. at Daylight.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	Quick Despatch.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 31st Inst. at Daylight.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	Quick Despatch.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 1st Inst. at Daylight.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	Quick Despatch.	
HAMBURG & HAMBURG	Sibylla	Elster	Büttendorf & Svire	On 2d Inst. at Daylight.	
HAMBURG &					